



Minnesota Transportation Museum

**MINNEGAZETTE**

November/December 1981

## About the Cover CHSL Ridership Nears 50,000

Duluth Street Railway streetcar No. 265 made a photo stop at Lake Calhoun during its first test run on September 12. Unfortunately, the front truck motor ran hot, smoked, was removed and inspected, and was found to need its armature rewound. Those repairs will have to be made before the car can begin revenue service, now scheduled for next spring. No. 265 has only two drive motors as opposed to 1300's four motors. Photo by **Bill Graham**.



After being over 3,000 passengers behind the 1980 attendance figures at the end of July, Como-Harriet Streetcar Line ridership rebounded in August and September to edge slightly ahead of last year's pace by 357 riders, or a gain of .7 percent. Passenger counts for combined charter and regular movements inch ever closer to the coveted 50,000 mark for the third year in a row. With the completion of the August/September operations, the statistics appeared as follows (includes charter passengers):

	1981	1980
March - July	31459	34656
August	13007	10994
September	5328	3787
Totals	49794	49437

With a few good weekends in October, the season may hopefully round out with achievement of well past 50,000 passengers for the 1981 operations at Linden Hills.

**Mike Buck**

Vice President, Traction



## President's Message

Two years ago, who would have thought that this summer, MTM would operate four steam excursions over three local railroads, with a tally of around 17,000 happy passengers? Most of us knew that our steam locomotive and train would have a magical effect on people, but we could not anticipate the degree of enthusiasm it has generated in the community.

Most of us had visions of picking our way sedately along a weed-grown branch line, but none imagined that we also would have the chance to open her up on the high iron. Neither did we anticipate the generous support of Burlington Northern, Chicago & Northwestern, and the Minnesota Transfer Railway, and their unions, by giving us their facilities and time. It all came off without accidents or major hitches, and with lots of enjoyment for us and the public. Back in 1979, who would have thought?

**Bill Graham**

President

## Christian Sjonging Nelson - 'No. 92'

**Christian Sjonging Nelson**, MTM's oldest member and long-time conductor on the Como-Harriet line during the heyday of streetcar operations in the Twin Cities, died Sept. 8 at his home in Chico, California at the age of 100. His death was reported to us by his friend and fellow member, **John Moscrop**, of Douglas City, Cal., who, just last December, presented Mr. Nelson with a gift membership to MTM on his centennial birthday.

Although he was an MTM member only a few months, Mr. Nelson quickly became well known to the membership through his story and pictures of life with Twin City Rapid Transit Co. that appeared in the May/June **Minnegazette**. Mr. Nelson provided the only direct link to the early days of TCRT operations when **Thomas Lowry**, founder of TCRT, was president of the company. Mr. Lowry died in 1909, the year after Mr. Nelson began collecting nickels on Lowry's streetcars.

"Number 92," as he was affectionately referred to by his family (Mr. Nelson's TCRT badge number), worked as a conductor on the Como-Harriet streetcar line (often on car 1300) his entire 38 years with TCRT. He retired in 1946 and lived his remaining years in California. Mr. Nelson was a native Minnesotan, having been born on a farm near Fairfax on December 2, 1880.

His final years were spent in a wheelchair where he kept up with his

reading. He was especially happy to see his story appear in the **Minnegazette** and later remarked, "I'm going to keep this!" To Christian Nelson's family and friends, we at MTM wish to express our sympathy and our thanks for having him share some of his long life with us.



**Christian Nelson in 1908. Photo from the John Moscrop collection.**



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**Fred Rhodes, Minnegazette**  
Post Office Box 1300  
Hopkins, MN 55343

## Membership Meeting Nov. 17

The next general membership meeting is at 7:30 p.m. on Tuesday, November 17 at the Northern States Power (NSP) auditorium at 414 Nicollet Mall in downtown Minneapolis. And what a show we have lined up for you that night!

**Frank Sandberg** will present a slide show recapturing all of the great highlights of the museum over the past 12 months beginning with the move of Duluth streetcar No. 265 from Como Shops to Lake Harriet in September 1980, and continuing with MTM's great 1980 picnic, the MTM/LSMT (Lake Superior Transportation Museum) luncheon last April with rides to Lake Harriet and Como Shops aboard MTM's ex-TCRT GM bus No. 1399, completion of restoration of steam engine No. 328, its first run, Member's Day, and our first railroad operations in New Brighton, Stillwater, and Lilydale.

In addition, **Mike Buck** will unveil his third dazzling MTM multi-projector sound/slide show entitled,



## TCRT Slides, Movies, Pictures Wanted

Amongst our travels to other rail museums around the country, we find that one can usually purchase a set of slides featuring the long-gone streetcar system of that area. But not here in the Twin Cities. We would like to remedy that situation.

MTM is actively seeking any and all slides (black-and-white or color) taken of Twin City Rapid Transit Co. (TCRT) streetcar operations prior to abandonment in 1954 from which a set of slides can be mass-produced for the benefit of streetcar buffs everywhere.

In addition to the slides, MTM would like to make available super 8 movies of TCRT operations as well. The membership has viewed several excellent 16mm/color films of Twin Cities streetcar operations at meetings over the years such as the railfan trip to Hopkins aboard gatecar

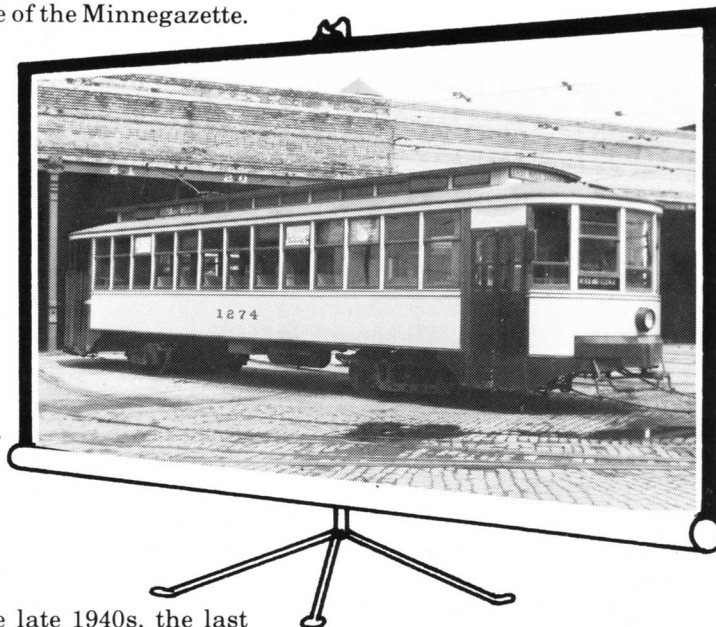
"Reflection from the Heart: the Como-Harriet Streetcar Line." If you saw his first two MTM productions (Minnehaha Depot and Restoration at Como Shops), you won't want to miss this one. This 16-minute 160-slide presentation blends a music medley, professionally narrated, with a historical and contemporary view of the Como-Harriet Streetcar Line. This is one night no museum member should miss!

### ANNUAL MEETING JAN. 12

Looking ahead, MTM's annual meeting and election of officers for 1982 will take place on Tuesday, January 12, 1982 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. The entertainment program will be announced in the next issue of the Minnegazette.

## Upton Loses Its Cobblestones

Upton Avenue's famed but bumpy brick street between 43rd and 44th Streets was ripped out and paved with asphalt this summer. The action was delayed for two years in an attempt by the Linden Hill merchants along Upton to tie in a replaced brick street with the western extension of the Como-Harriet streetcar line which would have crossed Upton between 43rd and 44th as it once did. The project, called "Cobblestones and Trolley Cars," become dormant and thus the repaving.



No. 1287 in the late 1940s, the last trip on the Glenwood-4th Avenue line aboard gatecar No. 1269 in March 1954, final Intercampus runs aboard car No. 1302 and last streetcar operations both in June 1954, and general scenes of TCRT standard and PCC cars in operation. Many members have expressed a desire to own their own copies of these films.

MTM would like to make super 8 film copies (and videocassette tapes) from these 16mm prints after which the originals would be returned to the owner. Full film credit will be given to the photographers.

Finally, if any member has any good quality, rare, unpublished old photographs or postcards of TCRT in action, MTM would be interested in marketing a set of these as well.

If you have any of these rare items but are not able to allow MTM to make duplicates at this time, please notify our member representative anyway so that the museum can at least catalog what films exist and who owns them.

MTM would like to have the slide packets and/or movie reels ready for sale next operating season so we hope that owners of these films will give this matter prompt attention. If you would like to share your treasured films with the public or if you have any questions about our requests, please call or write member **David Norman**, 3007 E. 24th St., Minneapolis, MN 55406, phone number (612) 729-2428.



## 328 Steam Train in Wayzata for J. J. Hill Days

MTM's steam train puffed into Wayzata for the first time for participation in that community's annual James J. Hill Days celebration of the famed railroad magnate. NP steam engine No. 328 led the way into town pulling three antique passenger coaches carrying about 100 people dressed in period costumes. They alighted at the old depot as part of a ceremony which saw a 1,600-lb. cake shaped as a replica of the depot cut up into enough pieces to feed 5,000 people.

Since the main line was needed for freight operations, the train spent the weekend on static display only. Coaches brought along for the event included NP Triple Combine No. 1102, Rock Island No. 2604, and Chicago, Madison & Northern No. 6148.



NP steam engine No. 328 stole the show again, this time in Wayzata. Photo by Loren Martin.

## Days of James J. Hill

**Ed. Note:** The following is an excerpt from Botkin and Harlow's *A Treasury of Railroad Folklore* (Crown Publishers, 1953) submitted to MTM by James A. Neubauer of Chicago, Ill.

Of Jim Hill's vindictiveness many a town has a story to tell. One of the best of the authenticated stories, and perhaps as typical as any in the lot, concerns Wayzata, on the shores of Lake Minnetonka, celebrated by Longfellow...

In the days before malarial control, many rich Southern families... came north to Lake Minnetonka, with their servants, to escape the fever season. For these people large wooden hotels sprang up all around the lake. Two of these hotels, the Gleason House, and the Minnetonka House, were right in the village of Wayzata, and almost upon the water's edge. Almost, but not quite, for between them and the beach ran the Great Northern tracks.

The through trains would go past at quite a clip, whistling. Added to that was a good deal of switching of cars, some of it at night, right between the aristocratic guests and the beautiful lake. Hotel guests were annoyed by the noise and the obstruction of their view, and the townspeople also became incensed.

Some time in the 'Nineties, the Wayzata mayor, E. B. Sanders, who perhaps not incidentally owned the Gleason House, brought some sort of injunction against the railroad, and it was fined. Jim Hill was pretty mad about it, and he said to have vowed to wipe Wayzata off the map. He immediately had the Wayzata station taken down and moved to Hol-

dridge, a mile or so to the east.

Many of the villagers lined up to watch the first train that was to pass them by. She went through with bell ringing and whistle blowing derisively, and with the stack throwing smoke and cinders over everything, including the water tank, which caught fire.



Big crowds squeezed between Wayzata's historic depot and MTM's static train exhibit for a chance to walk through the train. Photo by Loren Martin.



From that day for about 15 years, according to Wayzata old-timers, or until Hill's death in 1916, Wayzatans used livery service to catch the train in Holdridge...

...Influential Wayzatan families including the Pillsburys, the Peaveys, and the Loring, ultimately got Jim Hill or his son Louis, to restore service at Wayzata, and when this was finally done, the GN put up one of the finest small stations along its line.

### WORKING FOR JIM HILL

In the course of a revival meeting a Swede was exhorted "Won't you come forward, Ole, and work for Jesus?" The unemotional Ole shook his head. "Naw, I got good yob with Yim Hill."—*Railroad Stories*, Vol. 21, Feb. 1937, No. 3, P. 48.



## Scouts Spruce Up CHSL Garden

A variety of people often become involved in Traction Division activities of one sort or another over the course of the summer season. Mr. **Charles Andahl**, an eagle scout candidate, directed a group of people in a special project at the Como-Harriet Streetcar Line this summer. He and six helpers spent a total of 214 manhours in organizing a clean-up crew on the large garden adjacent to the 42nd Street station at Lake Harriet.

The project was completed in partial fulfillment of the eagle scout rank of Boy Scout Troop 64, which meets at Richfield Methodist Church. Both Charles and MTM benefitted from this project. Charles received valuable experience in organizational and leadership skills. The museum received a beautiful, clean garden! Thanks, Charles, for a job really well done.

**Mike Buck**

Vice President, Traction



No. 328 steaming out of Stillwater during MTM's second steam operation on August 15-16. Photo by Loren Martin.



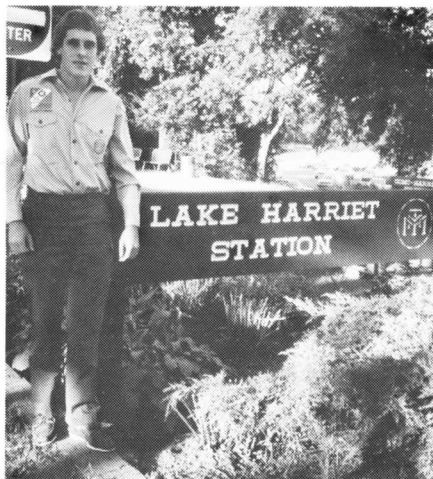
## Motormen's / Conductor's Hats Available

Members again may order the "pill-box" style motormen's/conductor's hats. These hats are the official, authorized style worn by crews at the Como-Harriet Streetcar Line. To order a hat, mail your name, hat size, and check (payable to Minnesota Transportation Museum) to: **Mike Buck**, 3101 E. Lake Calhoun Pkwy, #303, Minneapolis, MN 55408.

Orders must be postmarked by December 1, 1981. Hats will be ready for delivery by the second or third week of January. Do not put off your intention to order a hat. For those members who have not picked up their hat from the summer order, I will have the shipment at the November 17 general membership meeting. If you would like your hat before then, call me at home (822-7559) or at work (566-6700, ext. 166).

**Mike Buck**

Vice President, Traction



Eagle scout candidate, **Charles Andahl**, after clean-up of the garden at Lake Harriet Station. Photo by Mike Buck.

## Calendar of Events

**Nov. 13-14-15:** TRAIN convention in Toledo, Ohio.

**Nov. 17:** General membership meeting at NSP, downtown Minneapolis.

**Jan. 12, 1982:** General membership meeting at BN, downtown St. Paul.

## 2,927 Turn Out in Rain to Ride Lilydale Train

MTM's third-ever steam passenger train operations were conducted in downtown St. Paul on a cold, rainy October 3 and 4 weekend with 5-mile round trips to Lilydale along the Mississippi River. This was MTM's first chance to operate on the section of track that the museum has been actively seeking as a permanent home for its railroad operations and museum building. The route features the river on the west, high bluffs to

the east, and a long, wooden trestle enroute with some heavily-wooded sections at the Lilydale end.

The third operation, known this weekend as "*The Lilydale Limited*," featured its third different consist; Northern Pacific steam engine 328 and tender followed by Rock Island 100-seat commuter coaches 2604 and 2608, CM&NR 6148, Great Northern 1096, and Art Pew's "Gritty Palace" parlor car. This was 2608's first

appearance since its acquisition last month.

Saturday dawned sunny and bright and the crowds were large. The rains came by afternoon and train loads dropped to as low as 55 passengers per trip. Sunday the weather remained dank but it did not rain and the crowds built up with nearly 300 passengers riding later trips. The trips were chilly as all of the windows in 2604 and most of them in 2608 are still in the shops being refinished!

Total attendance for the weekend was 2,927 passengers which, added to the 7,480 and 6,318 who rode the train at New Brighton and Stillwater respectively, brought the total 1981 steam ridership to 16,725 passengers. This excursion was the last scheduled steam operations in this, our first year of steam.



## The "Rocks" Finally Roll In

MTM is effectively building up a choice fleet of passenger cars to coordinate the inauguration of NP steam engine No. 328 in its first year of restored operation. Among several pieces in our possession are three Rock Island commuter coaches formerly used in Chicago area service.

Rock Island No. 2604, an excellent 53-year-old car weighing 47 tons, was acquired from the Rock in July 1980 and brought up here from Trenton, Missouri over the C&NW since the 7,400-mile Rock Island system had ceased operation. The 2604 has friction bearing trucks and seats 100 on fabric covered rattan seats. The first run in restored condition was made at New Brighton July 4 and 5 where it handled almost 2,000 passengers in addition to the capacities of four other classic coaches.

Since this car has proved very practical for our use, two more of its type were purchased in August, this time equipped with roller bearings.



Duluth streetcar No. 265 at the carbarns on the day of its first test run on September 12. Some of its most dedicated workers were there including, from left, Neil Howes, George Isaacs, and Loren Martin. Peering out the window was Larry Schreiber and behind him, Larry Knott. Photo by Bill Graham.



In retrospect, the original second car, No. 2540, which was stored among some 25 such cars at Tucumcari, New Mexico, was severely damaged in transit while enroute north and had to be replaced. At the time this became known, MTM decided to purchase an additional car, resulting in our getting No. 2608 (used for the first time at Lilydale but in unrestored shape) and No. 2529.

When the Rock Island ceased operations, its fleet of commuter coaches was moved to various locations on its property including Kansas City, Kansas, then back to Trenton, Missouri, and subsequently to Liberal, Kansas, and finally to Tucumcari. **Scott Heiderich** and **Bob McNattin** searched for the whereabouts of the cars and finally flew to Tucumcari for an inspection and to select a few of the best cars for our acquisition.

While cars 2608 and 2529 were in transit the waybills got lost and upon arrival at a division point without identification, they were inadvertently sent back to a prior division point 95 miles back to await paperwork authorizing furtherance to complete the "snafu" handling. However, they proved their road worthiness in moving some 1,440 miles until arrival at Como Shops.

Both cars will follow the restoration pattern of 2604. They will be sandblasted, primed, and painted Pullman green and include gold Rock Island lettering. Seat units will be removed and the interior cleaned and painted. Windows will be outfitted with safety glass, replacing many units now having plexi-glass.

When heavy Pacific steam engine No. 2156 becomes ready for service, we shall have an elegant consist of historic rolling stock trailing in the cinders.

**Ray Bensen Sr.**



## Points to Ponder

If you think streetcars have been gone from Twin Cities streets for a long time, consider this: Metropolitan Stadium, which will be torn down next year, was built *after* the streetcar system was abandoned in 1954.



**When's the last time you saw five TCRT streetcars together? This recent photo shows the remains of four TCRT car bodies in a field near Chamberlain, So. Dak. A fifth car body, nearest the camera, is out of view. The two cars nearest the camera are the original "woodies" while the rest are steel-sided. Actually seven car bodies comprised the original lineup. Two bodies were burned down to their steel underframes which are visible between the cars in the photo. The cars were purchased to be made into a motel but it is not clear if they ever served that purpose. No car numbers were sighted. Photo by Paul Rhodes.**



**The french turbotrain that carried passengers between St. Paul's Amtrak Depot (above) and Main Street in Minneapolis during the BN/Amtrak Family Days celebration on July 25-26. Photo by Loren Martin.**



## Restoration

Since the very successful operation of our steam train at New Brighton, the restoration crew at the Como Shops has been busy mainly keeping the steam train in good running shape. **Bob Renz** and **Bob Clark** succeeded in securing a coal loader of ancient vintage, and with the cooperation of **Diesel Electric Service** and their trailer truck, it was transported to the Como Shops for restoration. It was found that a little gas engine rebuilding by **Orville Richter** was all that was necessary to put it into running shape.

Many thanks to those who participated in marathon work sessions on equipment being prepared for the New Brighton weekend. Particularly **Ken Snyder**, **Bill Graham**, and **Orville Richter** for getting our newly-acquired 100-seat Rock Island commuter coach No. 2604 ready for passengers in record time. New member **Gayle Bromander**, who

was chairman of Arrangements for New Brighton, took 10 vacation days to work on MTM's first steam train operations on the July 4/5 weekend.

Thanks also to the streetcar group for leaving the restoration of Duluth streetcar No. 265 at Lake Harriet and coming over to Como Shops to work on 2604. And thanks to **John Larson**, **Bob Clark** and their crew for shaping up Great Northern coach No. 1096.

**Bob Renz** built a dipping tank, refrigerator car ramp, and fabricated needed parts for our rolling stock. **Jim Ellman** handled many wood-working needs for the New Brighton operation.

We accepted the arrival of two more Rock Island 100-passenger commuter coaches and one, No. 2608, was cleaned up good enough to use at the Lilydale operation. **Jim Ellman** and others have made rapid movement in the restoration of the NP

caboose and both it and the "Q" caboose should be ready to put outside for the winter in nearly finished condition to make room for the winter passenger car restoration in the shop building. Both Rock Island cars, and the two new (to us) purchases of Great Northern coaches 1097 and 1213, and the GN 1086 "Twin Ports" parlor car should all get much restoration time this winter.

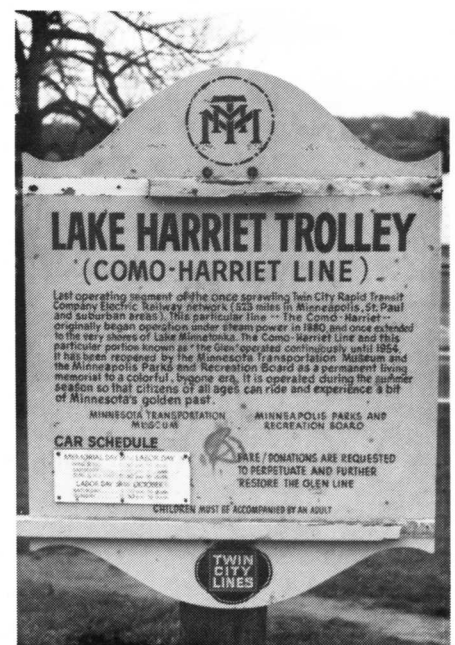
Most or all of these cars could (should) be ready for the steam operations in 1982. With your help, they should be done. As usual, we have work sessions at the shops on Wednesday nights from 6 until 10 p.m. and on most Saturdays from 10 a.m. until 4 p.m. Contact **Scott Heiderich** or **Bob Renz** for details. There is also an excellent chance that preliminary work will begin on NP 4-6-2 steam engine No. 2156. All we need is lots of your volunteer time and sufficient money to buy the necessary supplies. As usual, YOU are the key to accomplishments in MTM. See you there.

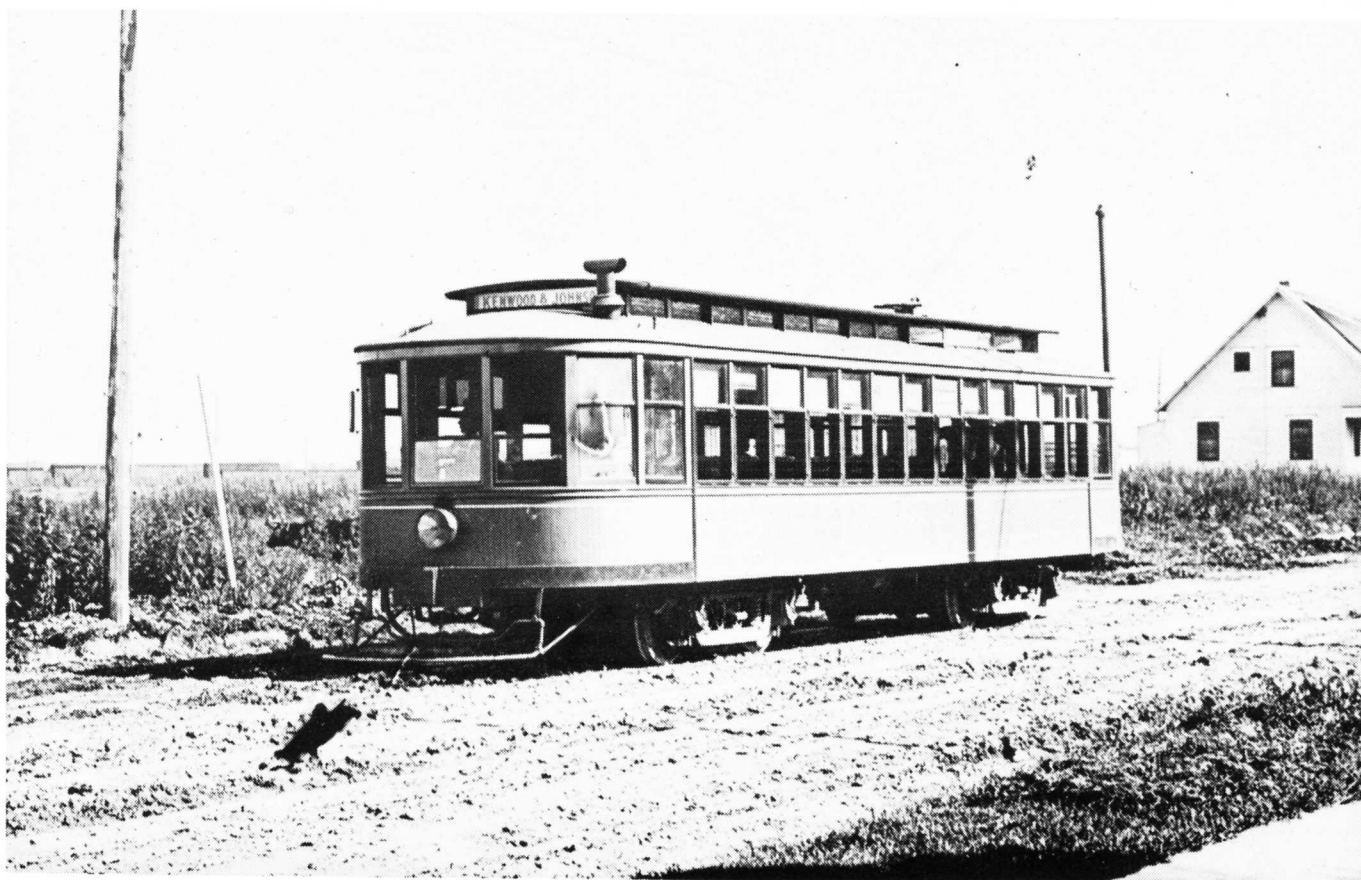
**Scott Heiderich**  
Vice President, Restoration



After 10 years of operation, this beautiful two-sided plaque was installed at Lake Harriet Station at 42nd St. in June replacing our trusty, but weathered, plywood sign (right). The old sign was first put up in 1969 announcing the future arrival of car 1300. The wording for the new plaque came

from many parties; museum members, park board officials, and historians. The Minnesota Historical Society reviewed the text for accuracy. The old sign will reappear in our museum building some day. Photos by Fred Rhodes.





Two-year-old TCRT car No. 1336 at 13th and Johnson St. NE. in Minneapolis in 1911. Note the muddy streets and

barren landscape. Photo from the R. S. Hedlin collection.



## Candidates Chosen for '82 Officers

The annual election of officers will take place at the general membership meeting of January 12, 1982. The meeting will be held at 7:30 p.m. in the auditorium of the Burlington Northern building in St. Paul.

The nominating committee selecting 1982 candidates has recommended the following individuals to the membership:

President .....	<b>Frank Sandberg</b>
Executive vice president.....	<b>Bob McNattin*</b>
Vice President, Traction.....	<b>Mike Buck*</b>
Vice President, Railroad .....	<b>Bob Clark</b>
Vice President, Restoration.....	<b>Frank Bifulk</b>
Vice President, Public Relations .....	<b>Dennis Johnson*</b>
Secretary .....	<b>Tom Mega</b>
Treasurer .....	<b>Grant Arneson*</b>

The membership may make additional nominations from the floor for any one of the officers' positions. A new nominating committee, which will search for candidates for offices in 1983, also will be selected at the January 12 meeting. (The nominating committee for 1982 officers included George Isaacs, Frank Sandberg and Larry Schreiber.)

(\*Incumbent)

## 1982 MTM Dues

Now is an opportune time to renew your membership privileges in MTM. Since you have no doubt enjoyed your affiliation during the past year and in most instances for many previous years, extending your membership into 1982 at this time will assure your enjoyment of many good things to come.

As you know, MTM is truly a non-profit organization never having received a single dollar of government subsidy in 20 years of existence.

Your dues is an essential source of funds for restoration and operation of many historical pieces of equipment "rescued" by MTM in basically good shape and presently protected indoors at our Como Shops, St. Paul and Lake Harriet, Minneapolis. Our outlook for acquiring a railroad site this year also looks good and considerable funding will be required to make it operable.

Please choose among the following your desired status in MTM. Some members are already paid through 1982 so check your MTM membership card for the expiration date. If it reads Dec. 31, 1981, now is the time to renew. Make checks payable to **Minnesota Transportation Museum.**

FAMILY	\$20
ACTIVE	\$15
ASSOCIATE	\$10

We have just reprinted the 1981 MTM phone directories and museum By-Laws. If any members have not received these booklets, please let me know.

Mail dues payment to: Minnesota Transportation Museum, Inc., **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410. Phone (612) 922-4706.



**Car 1300, bearing its "Fair Grounds" destination during State Fair week, crossed 42nd St. on August 28, the 10th anniversary of the first revenue run of the restored Como-Harriet Streetcar Line. Since August 28, 1971, the 48-passenger streetcar has carried more than 466,000 riders. Photo by Fred Rhodes.**



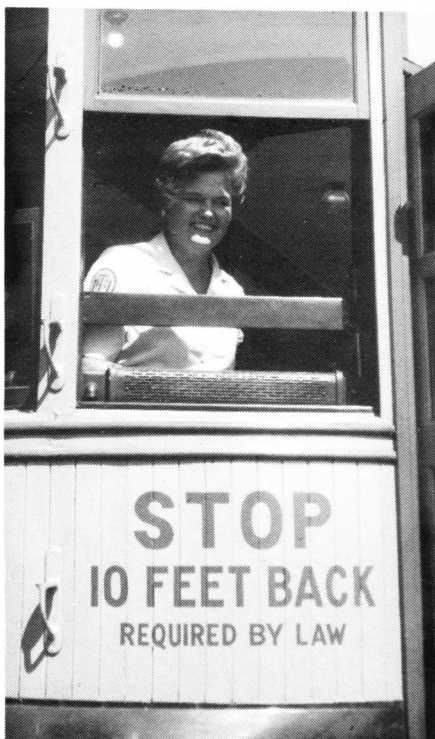
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"Grand-Mississippi" car No. 1738 on Grand Avenue at Oxford in St. Paul in the 1940s. Gas station sign at right

reads "Pure Pep Regular 5 gallons for 96¢ tax paid." Photo by Frank E. Butts.



Motorette Lorraine Nilsen at the right rear window of car 1300 (see story at left). Photo by Mike Buck.

## The Perfect Holiday Gift -- An MTM Membership!

Don't know what to give your relative or friend for Christmas this year? Has he or she been wanting to join MTM but has never gotten around to it? Then this is the year to surprise that person with a gift membership to the Minnesota Transportation Museum.

By filling out the application below now and sending it in, the recipient will begin receiving these news-packed **Minnegazettes** beginning with the January/February issue to be delivered in early January. Of course, free streetcar rides and many other activities await that new member. Make that railfan a member with a gift membership this holiday season!

☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.

☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.

☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazine at their homes.

☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**  
P.O. Box 1300, Hopkins, MN 55343

# Minnetonka Streetcars Crash on Curve



MINNEAPOLIS, MINN., SUNDAY, JUNE 28, 1925

Two Minnetonka streetcars crashed in a collision three miles beyond Hopkins Saturday at 3 p. m., shaking up seven passengers, crushing in the rear end of one car and tearing the motorman's cab from the other. The motorman of the second car saved himself by jumping back into the car. No one was injured, according to officials of the street car company. The accident, the first in several years on the Minnetonka line, occurred at a switch, near a curve. The cars were returning to Minneapolis after carrying Shriners and their families to the Zuhrah Temple picnic at Excelsior. The first car had stopped near the curve while the crew fixed a broken trolley. The second car swept around the curve and crashed into the rear end of the first car. A traffic jam was created by motorists bound for the lake who were attracted by the accident. Traffic on the streetcar line was delayed for an hour while the tracks were cleared by an emergency wrecking crew.

News clipping from the John J. Moscrop collection.

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# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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